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COUNTRY Germany (Soviet Zone) REPORT NO. 25X1A

TOPIC Puetnitz Airfield **CONFIDENTIAL**

EVALUATION 25X1A PLACE OBTAINED 25X1A

DATE OF CONTENT November 1950 to 18 May 1951

DATE OBTAINED 25X1A DATE PREPARED 25 June 1951

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE) 1 - one sketch on ditto

REMARKS

*Handwritten: 7/1d 68*

*Vertical stamp: COPY DO NOT CIRCULATE*

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1. Improvement at Puetnitz airfield, about 2 km northwest of Dangarten, was started in November 1950 (F-2). The number of laborers was increased to a total of about 1,800 to 2,000 by 18 May 1951. Work was supervised by construction superintendent Ulrich, (fnu), of the Bauunion-North Firm. The permanent laborers employed by this firm were skilled workers from Waren (N 54/U 35) and Neubrandenburg. Most of the laborers, including some from the Boddenwerft where many had been discharged, lived in the vicinity of Puetnitz. About 70 to 80 older Soviet Air Force soldiers, who were probably assigned to a construction battalion, have worked at the field since early May 1951.
2. Most of the work was being done on a runway, about 60 x 2,800 meters located next to an old macadam runway which was about 500 meters long. Nine power shovels, six caterpillar tractors, and many trucks were being utilized. The runway bed was dug to a depth of about 60 cm. The concrete surface had a depth of 15 cm with expansion grooves about every 4 to 5 meters. The center of the runway was about 30 cm higher than the edge for drainage purposes. It could not be determined how far work had proceeded. The runway was allegedly to be completed by the fall of 1951. The old runway was not suitable for improvement because its subgrade was not strong enough and the houses in its extension would have to be removed.
3. Drainage ditches were being dug across the landing field. The main ditches had a depth of 4 meters. Despite these efforts it was considered almost impossible to keep the terrain dry. A spur track was laid from the single-track railroad line running east of the field for the purpose of transporting material (F-2). Portland cement, gravel, and small quantities of stones arrived on this spur track.
4. No aircraft were parked at the field. Three hangars and a landing ramp for seaplanes were seen on the southwestern edge of the field. A fuel dump was north of the new runway. Some of the former air force barracks, installations were occupied by laborers and refugees, other housed a Trade Organization (HO) store, a post office, and a motion picture theater. Other houses were used as farmhouses. The cantonment, known as Daenenlager, located on the northeastern edge of the field, was occupied by laborers. \*

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\* ~~SECRET~~ Comment. The information that the field was being improved has been repeatedly confirmed by other sources. According to previous observations, the runway was to be 2,000 meters long. If the reported length of 2,800 meters is correct, the field area must be enlarged to the northeast. Besides Welzow and Briesen airfields, this would be the third airfield in the Soviet Zone of Germany the length of which exceeds 2,500 meters. For layout of airfield, see Annex.

1 Annex: 1 - One sketch on ditto.

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